

Bucks County

MARCH 1975 60¢

PANORAMA

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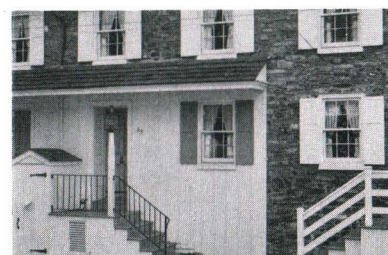
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PANORAMA

Real Estate

Guide



NEW HOPE TOWNHOUSE

Luxurious stone townhouse in the heart of historic New Hope! Simply magnificent, with five large rooms, including den, ultra-modern kitchen, plus gorgeous tiled bath and powder room, laundry room, sun deck, brick patio, central-air; yet all the charm of colonial days is still here — such as the real wood beams, random width polished pine floors and quaint circular stairway. You'll want to dine by candlelight every night! A fine home for yourself, or a great investment as a vacation home with rental income throughout the rest of the year. Offered at just \$45,000.

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Bucks County

PANORAMA

— The Magazine of Bucks County —

ESTABLISHED 1959

Volume XIX

March, 1975

Number 3

in this issue

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Advertising Manager: Joanne Rohr

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PANORAMA, The Magazine of Bucks County, is published monthly at 50 East Court Street, Doylestown, Pa., 18901, by Panorama Publications, Inc. All rights reserved. No material or portion thereof may be reproduced without prior permission from the publisher. Subscription rates: One year, \$5.00; two years, \$9.00; three years \$13.00. Telephone 215-345-0720. Controlled circulation postage paid at Doylestown, Pa. Advertising rates on request.

POINT OF VIEW

THE REAL ESTATE OUTLOOK IN BUCKS COUNTY 1975

by Nicholas S. Molloy, Realtor

Real Estate transactions in Bucks County dropped nearly 16% in 1974 as compared to 1973 record. The "tight" mortgage market was the main reason for this reduction.

Experts agree that economic conditions in the housing industry will begin to improve this year. An improved mortgage market situation, coupled with lower interest rates — and a generally lower rate of inflation — should begin to improve existing sales and new home construction.

Funds are flowing back into thrift institutions, and buyers and builders are once again obtaining mortgage commitments. Mortgage interest rates will probably center around 9%, but reductions much below this must wait until inflation has been effectively blunted and thrift institutions get out from under the high cost certificates of deposit to which they are committed.

The public today is more aware of the economy than ever because of high interest rates, lack of mortgage money, wage and price controls and the devaluation of the dollar. Fearful of unemployment, potential buyers have been reluctant to assume the greater mortgage debt associated with moving up the housing ladder, while workers who are gainfully employed have been less willing to strike out for new locations and new opportunities.

"Confidence and security" are the keys to the economic growth and betterment of our county and country. With the energy crisis, Watergate, and super inflation coupled with many other ingredients, 1974 was a year we all are glad is past. The Federal Government must curtail the inflation rate and try to reverse the unemployment trend.

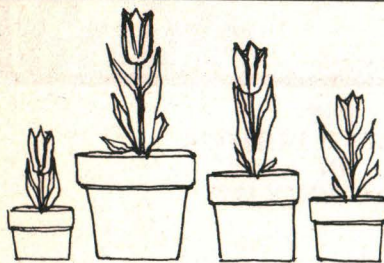
The pace of housing production will pick up in the middle of the year. New residential construction in 1975 nationally should number about 1.4 million, compared to more than 2 million each year from 1971-73. When normal supply and demand relationships are restored, housing production will increase to replace substandard units and accommodate the growing number of families needing homes.

The fastest growing segment of the population pyramid will be in the 25 to 35 age group. Housing demand by this group always has been strong and is a positive factor in the outlook for both the existing and new home market.

Many factors or barometers indicate that the storm is past and the sky is brightening so that the real estate industry in Bucks County is improving. This is an excellent time to consult your Professional Realtor who can expertly advise and find that right home for you.

Nicholas S. Molloy is with J. Carroll Molloy, Realtors in Bucks County for 59 years.

Panorama's Pantry



DO YOU KNOW THE WAY TO THE FLOWER SHOW?

If you don't, the volunteers at TREASURE CHEST in Doylestown will take you there by bus on Monday, March 10. The price of transportation does not include admission to the Flower Show but it will help those who cannot help themselves — the retarded adults of Doylestown and surrounding vicinities.

The Flower Show promises to be the best ever this year. Many exhibitors will be concentrating on vegetable gardening, and Burpee Seeds, whose home is in Doylestown, will have a large grocery garden on exhibit to entice you to grow your own.

The bus bound for Philadelphia departs from the Doylestown Shopping Center on Monday morning and will leave the show at 2 p.m. There are only 41 seats available so reserve your spot soon.

Tickets \$6.50 not including admission to Flower Show

For Reservations call: 348-5482

HELP!

The Bucks County Bicentennial Committee needs YOU! That's right! YOU! If you are an author, craftsman, story-teller, historian or have information relative to Bucks County's past, you should contact the BCBC at Main and Locust Streets in Fallsington.

An effort is being made to develop a resource list of individuals and organizations who are willing to share their information with schools and other groups.

If you have old papers, books, bills, wills or diaries that you would like to share with others in the county — don't worry — whatever you've got will be copied by the Bicentennial office, in your presence, and your original piece will be immediately returned to you. For further information on this program contact: Elaine P. Zettick of the BCBC at 295-1776.



Indian Lance — N.C. Wyeth



Return of Ancient Otter — Schoonover

THE MYSTIQUE OF THE AMERICAN WEST

Two new exhibits at the Brandywine River Museum show the American West as viewed by artists and illustrators. They reveal the extent to which popular conceptions of the frontier have been molded by art.

The paintings, even if you have never seen them before, seem like old friends. They are models from which every movie western, short story and dime novel have sprung.

The two shows are The Gund Collection of Western Art, a traveling exhibit of 76 of the finest in western painting and sculpture, from Albert Bierstadt to Frederic Remington and Charles Russell; and "Brandywine West," showing the more recent (after 1900) contributions of the Brandywine artists, both in illustration and in the fine arts.

The latter includes 50 oils, watercolors and temperas by students of N.C. Wyeth and Howard Pyle, who started the Howard Pyle School of Art in the Chadds Ford area in the early 1900's. Pyle, an illustrator, was a great believer in living the role the artist wished to portray. He encouraged his students to visit the West and learn about its life and customs. Such experiences resulted in the great authenticity of the many illustrations Pyle and his students did for western stories.

N.C. Wyeth was one Pyle student who roamed as a cowboy in Colorado and later as a mail rider in New Mexico, where he began sketching the sensitive studies of Navaho Indians represented in the current show. Two major oils, *Navaho Herder in the Foothills* and *Pastoral of the Southwest* illustrated Wyeth's article for *Scribner's Magazine*, "A Sheep-Herder of the South-West." *Scribner's* also published an article, "A Day With the Round-Up," recounting Wyeth's adventures in Colorado, among the illustrations for which was *In the Corral*, now on display.

The illustrations to "How They Opened the Snow Road," dating from a later excursion in 1906, also are included. The Wyeth works show an amazing variety of subject and media — they are alike only in their flair for the dramatic and authenticity of detail.

One of the few native Westerners to help popularize the frontier was Gayle Hoskins, a Pyle student in 1907. He was born in Indiana, spent his youth in Denver, and served as a bugler for the Colorado National Guard. Two paintings in "Brandywine West," *The Prospector* and *The Siege of Boonesboro*, show Hoskins at his best as a western illustrator and as a history painter. The latter, illustrating an interview with Boone published in 1784, shows the hero in a last attempt to make a truce with the Indian forces before the siege.

The less romantic everyday life of the frontier homesteader, which he knew from first-hand experience, was the subject of many of Harvey Dunn's paintings. *Coming Home* captures some of the flavor of the life of the prairie farmer. In a more traditional vein, *Sunday Morning* shows a peaceful moment in the cowhand's life, while *San Antonio*, a street scene, depicts the strong Spanish influence in the Southwest.

Dunn was one of Pyle's pupils who founded his own school of art, carrying the Brandywine tradition to a second generation. N.C. Wyeth also taught a select group of young artists in a less formal way, among them his children, Henriette, Carolyn and Andrew. Other aspiring artists came to Chadds Ford for criticism.

One of these was Peter Hurd, a native of the Southwest who is now noted for his portraits and interpretations of ranch life in the Southwest. He is represented in the current show by *A Country Rodeo* and *The New Mill*.

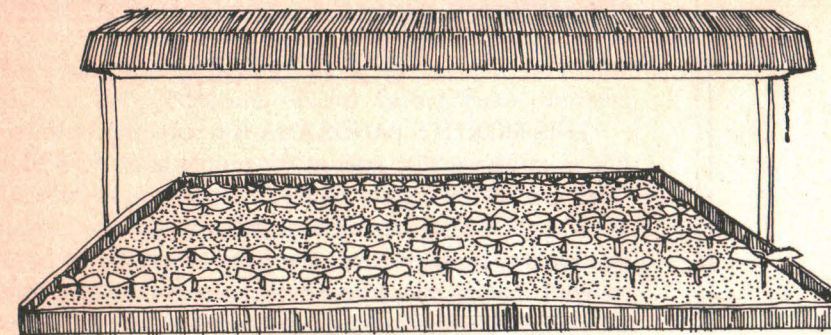
Brandywine River Museum, located on U.S. Route 1 just west of Route 100 is open daily from 9:30 a.m. to 4:30 p.m. For further information, call 1 (215) 388-7601.

MOCK TRIALS

The 1975 student mock trials will take place this month in the Doylestown Courthouse. Headed by Martin J. King of Newtown, the trials will be open to junior high students as well as those from senior high schools.

The script for the trials is based on an actual burglary trial that was held in Bucks County. Students from the audience are picked to serve on the jury and courtroom personnel serve voluntarily at the night sessions to add authenticity to the trials.

Reservations to attend the trials can be made through classroom teachers.



HOW TO GROW YOUR OWN

A greater selection of varieties and strains of vegetable seeds are likely to be secured by purchasing directly from a mail order seed firm. The wise gardener looks over the various seed catalogs in January or February, makes his selections and orders early. The choicest varieties of seed are generally sold out first, and are sometimes exhausted before planting time.

The second source of garden seeds in Bucks County is the local garden center, hardware stores, and discount houses. The advantage of buying seed from the local garden center is that you can get expert help in growing the seed you purchase. Good quality seed is generally available from both the garden center and the mail order catalog. Good seed must be free of disease and true to varietal name. Most vegetable seeds are treated to prevent seed-borne disease before being sold. And often the particular home gardener will insist upon having a special strain of a variety. Among the differences that appear in varieties of vegetables are earliness of maturity, yield of fruit, quality, and disease resistance.

In order to get a head start on the season, plants of certain vegetables are commonly started in a greenhouse, hot beds, or sunny windows of the house in the early spring. This allows the gardener to have well developed plants when weather permits planting into the garden. Vegetables such as, cabbage, lettuce, cauliflower, tomatoes will produce earlier crops and insure a greater yield than if seeds were planted directly into the garden.

To insure success with your "indoor-started" vegetable seeds, start seed 6 to 8 weeks before planting outdoors. Tomatoes are planted in Bucks County about May 15th, while cabbage is planted about April 1st. Most seed germinates best at 65° - 75°F. Use a sterile soilless media with good drainage such as peat moss, perlite and horticultural vermiculite in equal parts. Seeding should be done in shallow rows. Be sure to label all seeding boxes and cover lightly with fine peat moss. For very small seeds, water the soil mix first, sprinkle the seeds over the top of the media and press them in lightly. Apply water lightly until flat is soaked or set flat in a larger container and allow water to come up through the bottom. The germination period varies with the different vegetables you attempt to grow. For best home germination, cover the flat with a polyethylene bag and put it in a moderately lit area. When the seed germinates, remove the bag at once and water at regular intervals. Place the flat in a bright window or under artificial light.

New seedlings should be transplanted into new quarters when the second pair of leaves are formed and hardening off of the plant should be practiced before placing the plants into the garden.

With these tips in mind you should know about the Anti-inflation Garden Program, recently announced by Gov. Milton J. Shapp which is a means of encouraging people to trim their food costs.

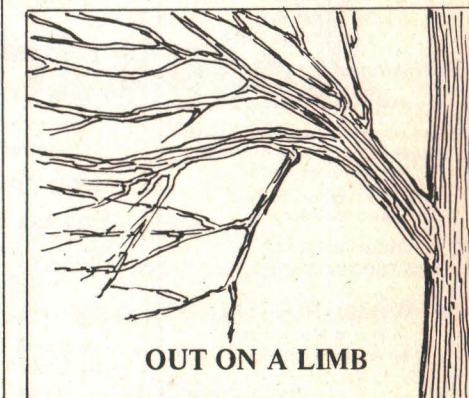
The program involves helping new gardeners by providing educational materials, making state-owned land, in some areas, available for gardens, making seeds available at reduced prices, and encouraging local groups to develop programs to suit their own needs.

While the Pennsylvania Agriculture Department coordinates the program among the different communities, the Pennsylvania State Extension Service will help provide gardening expertise in every county.

The Anti-inflation Garden Program has its roots in a project conducted last year in Indiana County by the Agriculture Department in cooperation with the Department of Public Welfare, County Extension Service and the Community Action Agency.

In that project, 500 low-income residents and senior citizens received free plants and seeds on a "first-come, first-served" basis. The success of this project spurred the concept of a statewide program.

Some state land is being made available to low-income families — many of whom have not had a fresh vegetable diet in years. Local municipalities, churches and civic groups are being encouraged to provide land also.



OUT ON A LIMB

Proper pruning of shade trees improves a tree's health, controls its size and shape and removes overcrowded stems or branches.

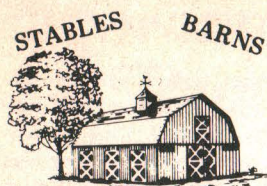
Winter is a good time to prune shade trees. The bare limbs let you see where and how much to prune. It's easier to reshape tangled and low hanging branches and faulty forms. By pruning branches back to a bud, or where another branch starts, you can control the direction of growth and thin out the tree canopy.

Never leave a stub after removing a branch or twig. Cuts made flush to the remaining trunk or branch will heal quickly. If you leave a stub, the stub will die and decay. Then rot can enter the tree where the branch used to be.

A few trees such as birch, maple and walnut will bleed if pruned in late winter or early spring. Prune these trees in summer. But, winter pruning is needed to repair ice and wind damage. Maples, willows and poplars can suffer extensive damage. Broken and torn limbs should be pruned quickly to prevent more tearing and bruising.

Another winter pruning job is raising the crown. You can remove branches that are too low that cause excess shade or those that interfere with traffic.

If your tree is diseased, be careful about each cut. Dip the pruning saw or secateurs in household bleach or alcohol for a few seconds. This will kill the disease organisms.



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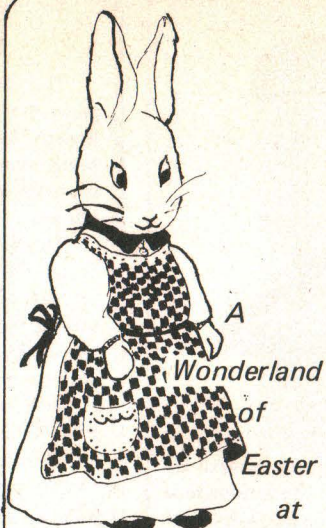
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Between Friends

by Carla Coutts

THIS MONTH'S PANORAMA is a potpourri of some of the many things that interest the people of Bucks County. And one of the biggest topics in everyone's conversation these days is how we can beat inflation, get the most for our money, while wondering what's in store for the future.

With that in mind, our Cracker Barrel Collector visited an antique shop in Buckingham Township where the owner is not only an accomplished craftsman but the prices are reasonable. Don't forget that the purchase of an antique or a piece of art is almost always a wise investment for the future, and among the many items in this shop are hundreds of advertisements from old magazines handsomely matted and ready to decorate your walls for very little money.

SHOPPING AROUND for this month, *Panorama* visited Mel Davidson's "Towel Rack" in Lambertville and found lots of things to bring Spring into your house, like paper guest towels in bright cheerful designs or Carolina spray sachets in Lemon Verbena, Rose or Wilde Strawberry to fool your nose into thinking it's Spring. And if you have a hard time getting the kids into the bathtub, there's always LuLu Lemon, Gary Grape or Rita Raspberry to entice them. These scented soaps for children also make great birthday party presents. The Towel Rack will be having a sale this month so be sure to cross the Delaware and take advantage of it.

In Doylestown, we visited the two newest shops on State Street. Pour La Cuisine and The Boucage recently moved from the Porter & Yeager Carriage House.

The Boucage offers a variety of goodies to cheer up the home from small occasional furniture to Williamsburg accessories and Imari Ware to lovely handwoven placemats by the mountain people in North Carolina. For Easter you can give your favorite bunny a marble egg priced from \$1. Or herald Spring with their decorated ceramic flower pots. The selection is extensive.

Pour La Cuisine is right next door with everything you could want for the kitchen except the sink. The back of the shop is very impressive with French copper hanging invitingly just begging to be taken off the wall and brought home to my kitchen. But noteworthy for inflation fighters is a line of ovenproof stoneware from England by Pearson of Chesterfield. There are covered onion soup bowls, gratin dishes, crocks, pots, pitchers and platters in this country-brown stoneware and the prices are surprisingly very low!

PANORAMA FEATURE WRITER, Gerry Wallerstein, made a stop at the CONSUMER PROTECTION AGENCY in Bucks County to find out just how we can protect ourselves from unethical business dealings and inferior products. The article appears on page 29.

Of course we all know that the ever-popular board game of MONOPOLY was born in the depression era. But did

you know it was invented by a Bucks Countian in Pipersville? Freelancer, Pamela Bond, visited with the wife of the late inventor in her home in Doylestown, and we were lucky enough to be able to photograph one of the original games printed on oilcloth before Parker Brothers got into the act.

And here we are in another time of financial crisis and Monopoly is more popular than ever. You can buy it in several languages, you can get the recently published book on how to make more sophisticated real estate dealings while playing the game or you can just update the rules yourself to make it more exciting as recently suggested by newspaper columnist Art Buchwald.

With tongue in cheek, he proposed a \$200 rebate for each player to encourage more spending on their properties while charging everyone double for landing on Electric Company and Waterworks. To offset the raise in price for utilities, the property owner should up his rents 50% and on and on he goes with many under-the-table dealings you can creatively cook up for yourself with the new 1975 rules!

ILENE MUNETZ PACHMAN, a free lance writer who has had many articles in the Philadelphia newspapers, and her husband Dr. Mark Pachman, a dentist in the town of New Hope, wrote an article for us that was an offshoot of their own house-hunting. Titling their article *When It Comes to Ecology, Are Builders "Constructive?"*, the Pachmans visited and questioned many developers to find the answer to their question which you can find on page 16.

ALSO IN THIS ISSUE is a photo story of the one-year-old Pine Run Equestrian Center located near the Shrine of Czestochowa. When we were there admiring the extensive facilities for both horse and rider, we were fortunate to be able to watch the veterinary clinic in action while performing surgery — a real treat for this animal lover.

TO ROUND OUT our diverse March issue we have an article on the romance of railroading, highlighting the life of one of the many men who pioneered the rails in Bucks County.

NEXT MONTH we will start a new column that will appear in every issue. Entitled THE RESTORATION PRIMER, it will be your guide to understanding and fixing up that old Bucks County house you live in. This special column has been developed with the help of *The Old House Journal*, a monthly publication devoted to the restoration and preservation of homes built before 1914.

OUR APRIL ISSUE which always traditionally spotlights the center of Bucks County — the town of Doylestown — will include such features as the life of William Mercer whose home is under tentative plans for demolition, a talk with the Mayor of Doylestown and a visit to the home of Burpee Seeds, Fordhook Farms plus much more. Don't miss one of our biggest issues of the year — April 1975!

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W. Shakespeare
Columnist-at-Large



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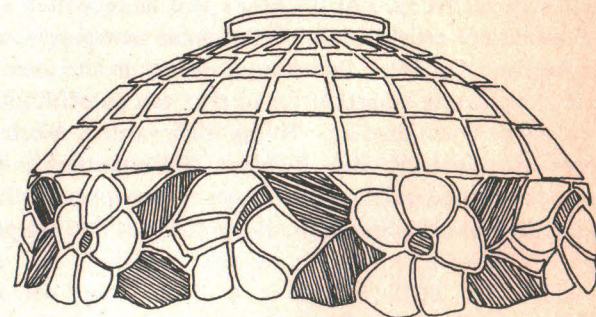
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The Cracker-barrel Collector

by Mop Bertele



For those lovers of Victoriana the Junction Depot Antique Shop is a stop well worthwhile. The combined talents of owners Frank and Frances Kinald, make this establishment located on 413 in Buckingham Valley, unique to say the least.

Frank Kinald is a superb craftsman who creates intricate and beautiful Tiffany-type stained glass lamp shades. Frank's artistry and skill have come with years of experience and plenty of hard work. He has so perfected his craft that he can literally reproduce any style of lamp from the Tiffany era antique on up to a new design created by the customer himself. The studio is located right in the shop, and visitors can watch Mr. Kinald as he creates his masterpieces. He is now working on an exquisite geometric shade done in hues of red, green, dark blue and carmel opaque glass. This particular shade is for his wife Frances and not for sale, however he will reproduce it for anyone who so desires. There are many other lamps on display that are priced in the \$225.00 to \$400.00 price range. The majority of these have bird, flowers or fruit designs in various colors and they all proudly bear Frank Kinald's signature. Also worth mentioning is the fact that Mr. Kinald repairs shades.

Frances Kinald is in charge of the antique end of the business. She carries a general line of antiques with emphasis on Victorian pieces. There's lots of china and cut glass that fill oaken cupboards, several marble topped tables, oak chairs and wash stands. On display now is an adorable child's rolltop desk circa 1900. This unique oak piece has unusual engraved slats, original hardware, two drawers, in mint condition and reasonably priced at \$160.00.

Another good buy is a country pine dry sink circa 1870 in very good condition priced at \$115.00. I have seen reproductions of this piece sell for \$125.00.

Mrs. Kinald's real love however seems to be old prints, magazine advertisements, and valentines (too late for this year but keep it in mind for next February 14). These items are in abundance and neatly matted and catagorized.

Of special interest to me were the advertisements all taken from magazines printed between 1914-1925. Among them are Jello, Campbell Kids, Coca-Cola, Ipana Tooth Paste, Cream of Wheat, and automobile ads. The renderings were often drawn by famous artists such as Norman Rockwell and Cole-Phillips. Most of these advertisements are priced from \$2.00 to \$4.00 and make charming additions to a kitchen or den.

There is also a large collection of paper dolls which were originally printed in Women's Magazines of the 1920's for the benefit of little girls with busy fingers. These paper dolls depict various locales such as weddings and visits to the shore with the proper attire and accessories to accompany them. Included in this collection are Dolly Dingles, Betty Bonnett, Kewpies, and Lette Lane. These pieces are priced at \$3.00-\$6.00.

The next time you are out antiques be sure to stop in at the Junction Depot. I can guarantee your visit will be both entertaining and enjoyable.

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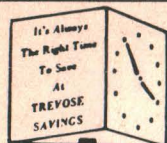
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T.L.C. FOR HOUSE PLANTS

by Steve Cooper

The plant population that is being kept or imprisoned within our homes is rising every year. Unfortunately a good number of these new members of the household do become inmates because their owners really don't know how to make their wards happy. Or in their zeal; they overwhelm their plants and slowly torture them to death with good will.

In reality, the home is the worst place to try and grow most plants. The reason for this is simple. The environmental factors that make a home comfortable for us, generally make it uncomfortable for plants. For example, we prefer the air to be dry, plants thrive in humidity, we prefer to have light when it is dark, plants need a time of darkness to complete the photosynthetic process, we like a constant warm temperature in the winter while in most cases, this temperature is too hot for plants.

So, it's not just a simple process of placing a plant on the kitchen window in the winter, watering it and expecting it to grow, although some plants will thrive in this simple environment.

To be successful with house plants you must follow the rules of good gardening. If house plants are treated with as much consideration as plants that are grown out doors, they will thrive.

The first step is to choose plants that can adapt to the home situation and "tropicals" will do the best. Temperate plants must have a rest period in winter — if they are not given this rest they will grow themselves to death within a year.

Some examples of some tried and true house plants are: Begonias, Dracaenas, Ficus (figs), Peperomias, Pittosporum, Schefflera, Grape ivy, Clivia, etc. In addition to these, most annuals that are grown for their color outdoors can also be raised indoors, if the sun requirements are met.

This brings us to the most common problem with growing plants indoors — that of light quality. To be successful you should try to duplicate the conditions which the plant requires. The philodendron, a tree climber in its natural state, never gets to see direct light, therefore, it should be in subdued light indoors. Some examples of house plant light requirements are:

Full Sun

Astilbe japonica
Beloperone
Cacti
Crassula
Cineraria
Clivia
Gardenia
Geranium
Lantana

Partial Sun

Anthericum
Asparagus plumosus and sprengeri
Begonia sp.
Dracaena sp.
Fuchsia sp.
Peperomia sp.

Limited Sun

Araucaria excelsa
Begonia Rex
Dieffenbachia
Hedra sp.
Philodendron sp.
Tradescantia sp.

Perhaps the greatest killer of house plants is the lack of humidity indoors. Simple misting of the leaves at intervals may not be enough to overcome this problem — especially if your house is heated with forced air. Giving the plant a shower in the bath tub will help the humidity around the leaves and will also wash away the dust that accumulates on the leaves. Over watering is another factor that kills a great many container plants. House plants should be watered only when they need it not because a mark of a calendar says it's time. To tell if a plant is in need of a drink, simply feel the surface of the soil. If it is dry then water, if not wait! Watering on a regular basis without regard for the plant and atmosphere conditions could cause drowning or dehydration. On sunny days the temperature of the house rises and plants need more water for growing than during a week of cloudy, cold weather.

Active plants require an ample amount of nutrients while those that are not as vigorous, will not. To keep adding fertilizer to a potted plant without the plant using the material can result in a build up of salts that are very harmful.

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Charles Darrow: the inventor of a FORTUNE

by Pamela H. Bond

All it took was a depression and an old piece of oilcloth stretched across a kitchen table to fill Charles Darrow with an idea that would bring a grand tradition to the world.

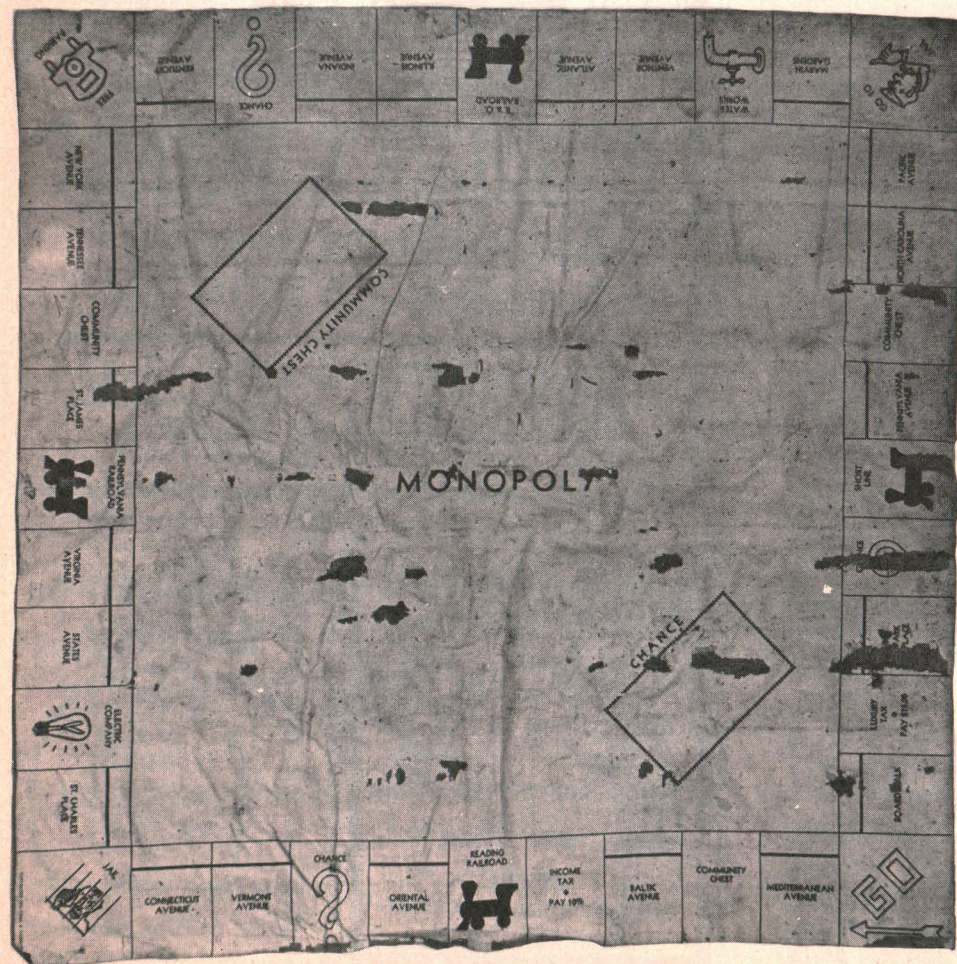
Darrow invented the game of *Monopoly* in 1933 at a time when money was scarce and feelings were low. His game was more than a pastime, however, *Monopoly* was a dream come true for people who enjoyed the vicarious pleasure of being big time spenders for even an hour's time.

Born in Cumberland, Maryland, Charles Darrow grew to be one of the most profitable inventors through the media of games. Mrs. Darrow remembers evenings spent trying out the new games within their own family.

"We had so much fun trying out the games that Charles would create. He was always interested in games for children and in the revision of rules for already established games. One thing though . . . Charles always had an educational motive behind his games."

The Darrows had many games on which to practice. After the stock market crash of 1929, Mr. Darrow tried his hand at inventing a better bridge score pad and making jig-saw puzzles.

Charles and Esther Darrow lived in Germantown until 1941 when the urge to grow a Darrow victory garden brought them to the open spaces of Bucks County.



Charles Darrow made the first *Monopoly* game strictly for his own amusement. He sat down and sketched out the names of the streets of Atlantic City on the piece of oilcloth. Why Atlantic City?

"I used to go to Atlantic City when I was a young girl and we were quite familiar with people there," remembers Mrs. Darrow. "It was a wealthy city and Charles could teach how to buy and sell real estate."

Charles colored in the streets with paints and cut houses and hotels from scraps of wooden molding. Cardboard sufficed for all of the cards. Colored buttons and a pair of dice completed the basis for buying, selling, developing and renting real estate.

The game began to catch on as the Darrows shared it with friends. Whenever there was a new winner there was a new set to be handmade.

After producing about one hundred copies of the game by hand he decided to have the sets printed by a friend. Department stores began buying the game wholesale and the depression baby really showed its face to the world.

Darrow then took his board game to Parker Brothers, who after considering the difficulty of the game and thinking that the public wouldn't go for it, rejected it. Parker Brothers found fifty-two fundamental errors in the game which was far too many to get it in shape for the public.

Monopoly and its heating-engineer inventor were not to be dissuaded so quickly. Darrow made an additional five thousand copies of the game which sold as more orders came in. And Parker Brothers came around much to the gratitude of children and adults alike.

Esther smiled as she explained her opinion of the wealthy success of the game of *Monopoly*.

"It hit at the right time. People wanted to play with money and they couldn't afford to go anywhere. *Monopoly* gave them something to do."

With his creativity a huge success, Charles Darrow farmed his land and he and his wife took to traveling the world over. While traveling to unusual places Esther and Charles collected exotic orchid species and masks.

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Here are some of the things that make it the magazine to be read by everyone who visits, lives in or just plain loves the rolling hills, the old stone houses, the quaint villages and the people of Bucks County, Pennsylvania.

Every month our features include COUNTRY DINING, the guide to the epicurean appetites of Bucks County, a CALENDAR OF EVENTS which is an inclusive listing of day to day events of things to do in & around Bucks County, the CRACKER BARREL COLLECTOR — where we visit a different antique shop each & every month to let you know what is available and for how much, the COUNTRY GARDENER advises how to cope with the growing problems peculiar to our part of the state, RAMBLING WITH RUSS where Russell Thomas tunes into days gone by, HORSE TALK gives sensible advice for equine lovers everywhere and a RESTORATION PRIMER, a how-to guide to understanding your old house plus a cupboard full of miscellany each month in PANORAMA'S PANTRY & regular reviews of books we feel you should know about.

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The Darrow's mask collection has been partially donated to museums. A group of the masks, however, are on display from time to time in the elementary schools in the Central Bucks area.

Mrs. Darrow, who was an occupational therapist and a weaver and designer herself, has lived in Doylestown since Mr. Darrow's death in 1967. She has kept the collection of orchids at her home. And now the game of *Monopoly* is printed in fourteen different languages. It was even popular in Cuba until Fidel Castro took over. He said that *Monopoly* was "symbolic of an imperialistic and capitalistic system" and ordered shops to destroy all sets in stock.

There are other views as to why the game has reached such a height of popularity. Comedian Shelly Berman remarked, "It's that thrill you get when you know that you've wiped out a friend."

Psychologist Dr. Joyce Brothers noted, "The skill and luck factors in *Monopoly* are reassuring to many people. There is enough skill so that if you win you can compliment yourself on being the best player, and enough luck so that if you lose you blame it on the dice. It can be very comforting."

Mrs. Darrow has been active in the community in helping with the plans for the new hospital in Doylestown. She still travels a great deal and has been to the Gobi desert and to Siberia since the death of her husband in what she calls "traveling to places where there are few tourists."

Mrs. Darrow was pleased to report that what brought her husband and herself, with all of their interests and contributions, to this area has not changed even now.

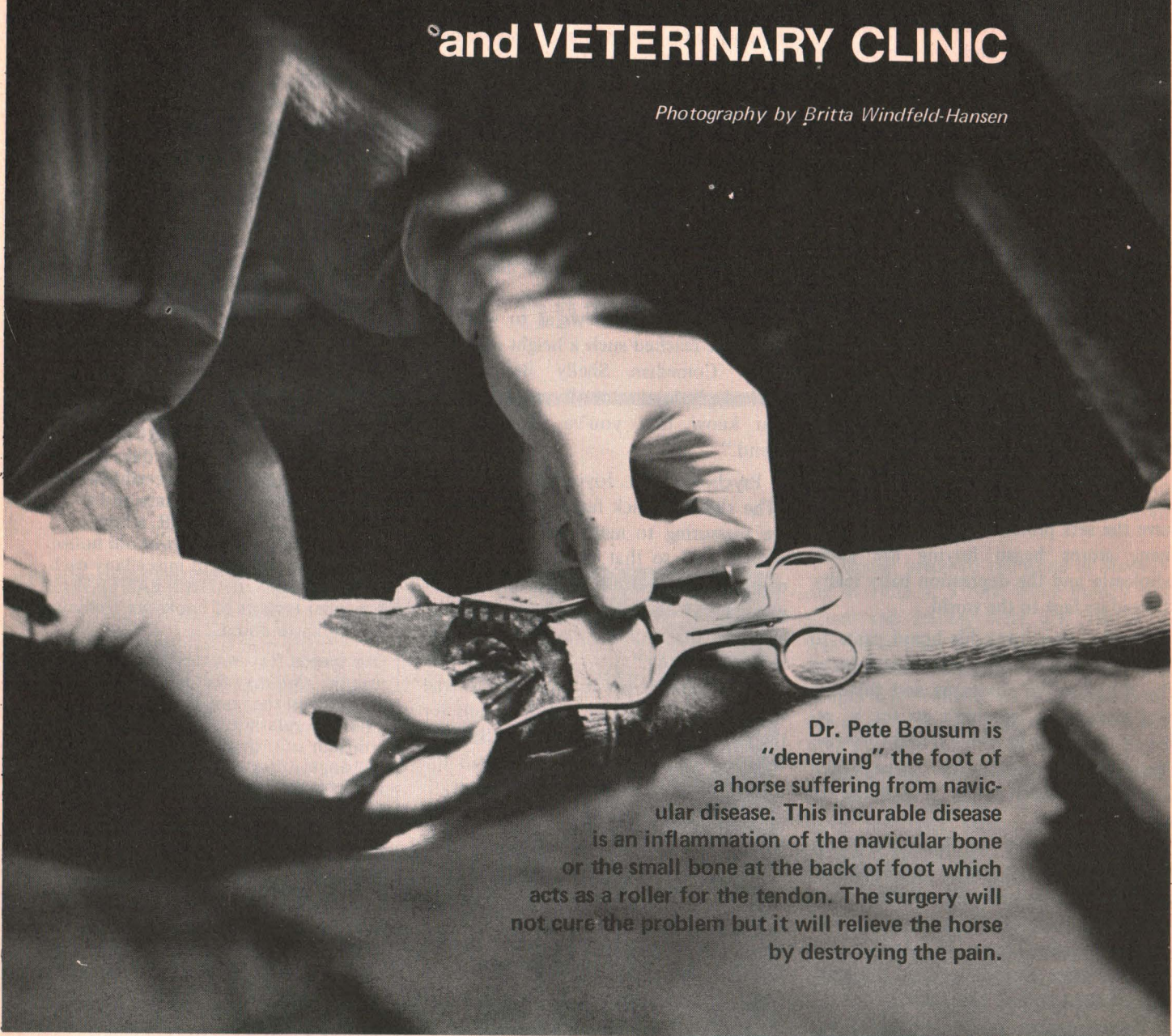
"We were told that in Doylestown you could be what you were. There were Democrats and Republicans and there were varying interests. We thought that we could be very much at home here."

The inventor of a fortune, Charles Darrow has left us all a heritage in entertainment and many happy, but clench fisted hours deciding the most important problems in our game playing . . . how to get both Broadwalk and Park Place and how to get the player on the right to sell Pennsylvania Avenue. ■

OMNISTABLE:

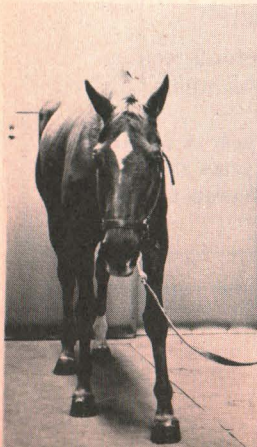
The PINE RUN EQUESTRIAN CENTER and VETERINARY CLINIC

Photography by Britta Windfeld-Hansen



Dr. Pete Bousum is "denervating" the foot of a horse suffering from navicular disease. This incurable disease is an inflammation of the navicular bone or the small bone at the back of foot which acts as a roller for the tendon. The surgery will not cure the problem but it will relieve the horse by destroying the pain.

Feeling sleepy



On the way over



Out like a light



Preparing for surgery



Making the incision



Bucks County has the fastest growing horse population of any other county in the United States believe it or not. A few sections of Florida are running a close second but more and more Bucks Countians are answering the call of nature and jumping astride a horse to ride on the hundreds of miles of scenic hack trails available here. While many of us own a "backyard" horse or two and have them stabled in a small barn on our own property, others go in for fox hunting (see *Panorama* March 1974) or winning ribbons in horse shows. There are all types of stabling and riding facilities around Bucks County but one of the most complete is the new Pine Run Equestrian Center.

Located just outside of Doylestown on Ferry Road, Pine Run is one year old this month. The riding, stabling and veterinary facility, owned by Craig Tarler, also offers all types and prices of horses for sale.

The main building at Pine Run boasts 58 stalls, three tack rooms, two wash stalls, an indoor ring, the veterinary clinic and a whirlpool bath.

It's never too muddy, too cold, too wet or too dark to ride when you have an indoor ring at your disposal. And even when the weather is fine, it's a great place to train your horse or work on your own riding form. Pine Run's 180 x 80 foot indoor ring is visible through large glass windows that look out from a comfortable lounge where spectators can watch lessons, a show or one of the monthly clinics given under the instruction of Mac Cone. These clinics offer a combination of lessons in riding and general horse care.

The technique taught at Pine Run uses the elements of fine dressage riding. Many times the horse is kept on a long longe line by the instructor while the rider learns the proper seat on the horse through the walk, trot, canter and jumping (the rider is allowed the use of his stirrups but not his hands).

A true horse person is not only interested in the riding part of the sport but in the care of his mount as well. After all, the better the treatment the horse is given, the better he performs. At Pine Run, the whirlpool bath is available for use in conditioning the horse's legs and the Veterinary Clinic, leased by Drs. Emerson and Bousum, is completely equipped. The photographs on the opposite page were taken inside the special equine surgery where the walls and floors are of a padded type surface. The floor is divided into removable sections so that the veterinarians and their assistants can lift up any panel and be at a comfortable working level below the horse.

The next horse show scheduled at Pine Run will be on March 1 and the clinics will be held on March 2 — go out and see Pine Run for yourself. ■



U. S. Equestrian Team candidate, Mac Cone, takes advantage of nighttime riding.

After a workout, Pine Run's horses are pampered with a soothing bath.



When it Comes to Ecology, are Builders

"Constructive?"

by

Ilene Munetz Pachman & Mark R. Pachman

While corporations, developers, and brothers, inc. have entered Bucks County townships, such as Northampton, Newtown, and Upper Makefield to expand suburbia, to create new residential communities, to build homes on corn fields, former farmlands, and nature-adorned lands, certain ecology-conscious natives have been developing an "edifice complex" of their own. While many homes have been built so have many resentments.

The road to Newtown Crossing



What are individual builders doing to maintain the ecological balance on the properties where they build? Can they do more?

Do *they* have a choice?

James Greenwood of Greenwood and Miller Realtors, agent for Frank Kelly, builder of Windmill Village West in Northampton, says that the "prerogative" of taking ecological considerations into account "is not given to the developer." Mr. Greenwood explains that "this is no arena for personal input" because the township determines the "mandates" which must be fulfilled.

According to W. Atlee Edwards, Zoning Officer of Northampton Township, those regulatory laws responsible for maintaining an ecological balance are established by each township and enforced by the state.

In most Bucks County townships, before a developer may build, he must first take his rough plans to the township planning commission for its recommendations. Next, the plans go to hearings where local residents may air their opinions. The Bucks County Planning Commission also reviews the plans, as does the Department of Environmental Resources and the Bucks County Health Department, just to name two more of the many groups that evaluate the builder's ideas. Finally, the township supervisors pass judgement.

Mr. Edwards cites the townships' authority to request "open space" as one of their many ecological efforts. Such a request means that the builder involved cannot build on a specific portion of his land. The open space can be used for recreation, well sites, or retention ponds, or basins — open areas which receive excessive water until it gradually returns to the earth.

Photos courtesy Hoffman-Rosner

Stuart Reich, vice-president of the Hoffman-Rosner Corporation, developer of Newtown Crossing, says that "where large quantities of water, based on 'run off' have been computed, large retention basins are to be created, slowing down the speed and diminishing the volume of water prior to its entrance into the existing Neshaminy Creek," but "with the sophistication available today — in terms of 'civil engineering' — natural surface drainage pathways have been used wherever possible. . ."

Speaking about Windmill Village, Mr. Greenwood says its history goes back about eight years. During the span of time between its conception and 1975, it has inherited the progress of necessary change. Along with other new developments in Northampton, where deemed necessary by the township planning commission, the young Windmill Village West has retention basins — one mark of change in the requirements of

the township.

Changes sometimes lead to conflicts. The township and landowners are often involved in a battle between community interest and personal freedoms, respectively. One such ideological conflict involves the introduction of a Northampton zoning law governing streams which run through an owner's property.

Up until two years ago, if a stream ran through an owner's property, it was his to do with as he wished. However, since 1973 although the stream is still considered the sole property of the landowner, the township has complete control over what the owner can and cannot do to it. Even a small bridge over the stream must be approved by two state agencies the Department of Environmental Resources and the Department of Forest and Water to make sure it is solidly constructed. As Mr. Edwards explains, "If the bridge did

break loose, it could dam up the stream and cause extensive damage to a large area."

Other building requirements set up in the interest of ecology are grading and sloping of lawns to minimize erosion. Mr. Edwards says that builders in Northampton must show their topographical plans (a survey showing the relative elevations of the land) to illustrate how everything will slope.

He explains that before a builder can start any construction the township engineer determines where strategically placed erosion control areas — usually small gullies — must be placed by the builder. These protect the soil from being washed away prior to the grading and seeding of the properties. After the building and grading is complete, some of the areas are no longer needed as erosion controls, though others are permanently used as retention basins.

Builders in Northampton are also required to put storm drains in the streets prior to construction to gather any water which must travel more than 1000 feet to reach a retention basin. After the water goes from these underground pipes, or storm drains, to a retention basin they collect there until — as Robert Less, vice-president of the Gigliotti Corporation, describes this occurrence — "they 'reperculate' into the earth."

The brochure of Chris Gigliotti's Shires Crossing, located at Washington Crossing in Upper Makefield Township, like other printed appetizers designed to actually increase a family's home-hunting hunger, appeals to the ecologist's heart as well as to the buyer's esthetic sense and taste for escape. What does Shires Crossing promise? "... a lifestyle that takes its warmth and color from green rolling hills and a rich country atmosphere." Mr. Less elaborates on the Shires Crossing (and the Upper Makefield Township) dream. "...took 7 acres of ground in the center and set it aside as a park, not as a ball field, not as a playground. . ." (Actually, a result of a request for open space.) Mr. Less says that with the exception of two tennis courts, the park is planted. He mentions the retention ponds found in specific areas at Shires Crossing and discusses the effort to preserve trees.

Continued

The original manor house at Newtown Crossing



continued

In order to keep the Delaware Canal which adjoins Shires Crossing lined with trees, explains Mr. Less, deed restrictions have been placed for those properties back in the section toward the canal.

Meanwhile, in Newtown Township, every tree over a certain size must show up on a builder's initial plans and before he can remove any one of them he must receive a tree removal permit.

Mr. Greenwood, who has lived in Bucks County for twenty years, says "Developers don't go in and knock down trees. People in this area respect nature...preserve sumacs, wild cherries...People pay more for lots with trees."

Ed Kelly, Jr. of Thomas J. Kelly Sons, developer of Northampton's Willow Greene, says, "We always try to keep the natural terrain and trees that we can. Some we have to cut up more than others, but we try to do as little as possible...There are laws with which to comply..."

Herman Blumenthal, Sales Manager of another Northampton development, Spring Valley Farms, says that Torresdale Builders tried to spare as many trees and change the land as little as possible. He points out the stream that runs through Spring Valley Farms and an anachronistic-looking dairy farm adjacent to the development — both of which he apparently considers ecological landmarks. Mr. Blumenthal mentions that the animal corn "not fit for human consumption" cut down in preparation for new homes was "generously given away."

Back in Newtown Township, Newtown Crossing promises in its brochure that the values that "used to be" will remain, such as in the development's "preservation of wooded acreage." Don Seymour, General Sales Manager, explains that at Newtown Crossing sections are left throughout — "untouched" one and two acre areas reserved for community grounds, kept up by the community. (These sections were provided at the township's "request.")

The township's erosion control is illustrated by some other of Mr. Seymour's statements. He explains that in order to allow for better drainage each

property at Newtown Crossing is built level, even if the land is not level, with the slope then put at the property borders.

"Wise township planning, zoning and building codes insure that the Holland area (Northampton Township) will be developed with foresight which protects...the character of the surroundings..." is the credit given by Joseph Cutler Sons Builders' Deerfield North — in its brochure — to its ecological guardians.

Discredit and disagreement, however, is often the case. "The municipality's minimum is the builder's maximum!" claims Bob Appelbaum, Chairman of the Newtown Planning Commission.

A spokesman from Upper Makefield Township talks less harshly about his experience with builders. Citing Shires Crossing in particular, he says that whatever the township advised, the builder was in agreement. The township had the "say," of course, but they didn't have to say it very forcefully.

Shires Crossing by the Gigliotti Corporation



The contact between builder and township is not usually so harmonious. A recent example of a builder-township confrontation was observed at a January meeting of the Newtown Township Planning Commission. Here a developer was presenting plans for a Planned Residential Development, a community of single homes and town houses.

These so-called PRDs have their own zoning requirements as to maximum number of units per acre and percentage of open space. (Sometimes percentages of a total land package are designated as open space.) Although the developer in question had complied with the numerically agreed amount of open space, the planning commission was nevertheless dissatisfied. It felt that part of the total free space was in areas too small to be counted and that in order to be practical it was necessary to have contiguous open space, which was established to be areas of at least 100-foot widths. The builder was forced to eliminate several town houses from his plans to bring the amount of open space

up to the new levels.

Although the townships have carte blanche authority to establish regulations, this does not guarantee that such regulations will always stand up in court. Any builder who feels he is being treated unreasonably can take his complaints to the court.

One such case is that of a developer whose plans for a large apartment complex in Northampton were rejected by the planning commission. A series of court battles have established that the zoning ordinances here involved restrictive zoning, a conclusion, of course, which means that the complex will be built.

Not only has the face of Bucks County changed over the years as the creation of more and more communities have altered its country makeup, but the dictates imposed upon the builder and, consequently, the effects upon ecology have gradually been transformed. Up until 1973, when a builder bought a piece of ground, his only restrictions were defined in the zoning ordinances. Abiding by the minimum size of a lot was one of the builder's major limitations. (In Northampton, for example, each lot has to be at least 40,000 square feet, approximately one acre. This can be qualified depending upon the method of sanitation and the type of water. Where public water or sanitary sewers are available, the size can be ¾ of an acre, and where both public water and sanitary sewers are serving the lots, they then can be ½ of an acre. Since Northampton Township is in the process of building a sanitary sewer system in certain sections, the township insists that each builder place the sewer lines in the streets of his development wherever the Northampton Municipal Authority deems they will be operating within five years.)

Other restrictions were the percentage of a lot that could be occupied by a building, depth of the front and back yards, and the distance between building and property line. After these requirements were met, the builder proceeded to cut his land into the greatest number of parcels and began building homes. Such relatively uncomplicated course of action gave the builder his greatest financial return.

Then the builder was suddenly

confronted with new "developments," for 1973 marked the passage of the Clean Stream Act with which the townships began their first serious attempts at controlling their ecological destiny. Under the jurisdiction of the Department of Environmental Resources, the township was given "the power to adopt zoning ordinances regulating and restricting the uses of land, water courses and other bodies of water, and further, to prevent dangers and hazards from floods." The open space requirements "forced" the builders to donate part of their land to the township.

Zeroing in a bit, Northampton Township established a series of regulations to protect the residents and the land. The first step was to define floodways, the relatively flat land adjacent to any waterway. A "Flood Risk Map" was established for the township which established exactly the extent of the floodways. Any land lying within these floodways, while still the property of the owner, was nevertheless under the jurisdiction of the township.

In Newtown Township, Mr. Reich says, "...on the Newtown Crossing site, great care has been taken to leave the area designated as a flood plain in its natural state. This particular area represents roughly 85 acres and, when taken into consideration that the total site represents 365 acres, it is obvious that a considerable amount of land has been spared..." He acknowledges that "numerous governmental agencies...cover the gamut of ecological considerations."

It is interesting to note the Newtown Crossing statement of policy: "We believe...a builder has an ethical obligation to the public he serves. A commitment to bring positive environmental values to the land. To accomplish this he cannot exploit the land. He must provide and plan for the future..."

The ecology-conscious native of Bucks County may or may not be aware of all the people who share his/her concern, but while homes and resentments are being built, improvements also are "developing," in the ecological darkroom, hopefully bringing a brighter picture to the place where we will live — maybe tomorrow!

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"COUGH"**
**"I HEAR
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River's Edge, Lambertville, N.J. at the New Hope Bridge, (609) 397-0897. Dining on the Delaware in a choice of incomparable settings - The River Room, The Garden or The Club. The view vies with the superb menu featuring: prime rib, stuffed lobster, sweetbreads and special dessert menu. Luncheon to 3 P.M., (\$2-\$5), Dinner to 11 P.M. (\$6-\$12). Dancing nightly. Tuesday eve - join the single set. Reservations. Jackets on weekends. Closed Monday.

Pennsylvania

Benetz Inn, 1030 N.W. End Blvd., Quakertown (Rt. 309 two miles north of town) 536-6315. A family-run restaurant that captures a feeling of Old World warmth with its atmosphere, service and food. If you like German cooking, order sauerbraten and spaetzles, but also recommended is the roast duckling a l'orange. Buffet luncheon Mon. & Thurs., buffet dinner Sat. at 5:30, Sun. at 4. L - (\$1.25 - \$4.25); D - \$4-\$10). Weekend reservations advised.

Boswell's Restaurant, Rte. 202, Buckingham. 794-7959. Dine in a congenial colonial atmosphere on such fine eatables as Duck or Flounder stuffed with Crabmeat. Lunch platters & sandwiches from \$1.95. Dinner platters \$3.95 - \$7.50. Children's Menu.

Brugger's Pipersville Inn, Rtes. 413 & 611, Pipersville. 766-8540. Country dining in the fine old Bucks County Tradition, serving such dishes as Pie Eyed Shrimp (Shrimp in beer batter), Roast Duckling, Crabmeat au Gratin. Children's Menu. Cocktails served.

Chez Odette, S. River Road, New Hope. 862-2432, 2773. The restaurant was once a barge stop on the Delaware Canal and is now a unique country "bistro" with Aubergiste Odette Myrtil. The French cuisine includes Steak au Poivre, Trout stuffed with Escargot, Crepes stuffed with crabmeat or chicken. Features a daily gourmet luncheon buffet at \$3.50. Cocktails served. Lunch 12-3, Dinner 6-10:30. Closed Sunday.

Conti's Ferndale Inn, Rt. 611, Ferndale, Pa. 847-5527. Excellent family dining in a casual atmosphere. Cocktails, luncheons, dinner at reasonable prices. Closed Tuesday.

The Copper Door North, Rte. 611, Warrington. DI 3-2552. Creative menus for outstanding food and drink, in a comfortable atmosphere, include such specialties as Steak Soup, Seafood Feast Stregato, freshly baked bread and Chocolate Mousse Pie. Drinks are giant-sized and delicious, whether you order a "Do-It-Yourself" Martini, a Mocha Mixer or a Gin Jardiniere topped with crisp vegetables. Dinners include soup, salad, bread, potato or Linguine in a choice of special sauces from \$4.95 to \$9.50. Daily specials featuring such dishes as Surf, Turf & Barnyard - Filet, Lobster Tails & Bar-B-Qued Ribs are \$6.95.

Goodnoe, Farm Dairy Bar, Rts. 413 & 532, Newtown. 968-3875. 19 years of excellent food for family enjoyment. Our own top quality home-made ice cream & pies. Phone orders for take-out pies. Breakfast from 6 a.m. daily. Lunch from 11 a.m. Restaurant closes at 11 p.m.

Golden Pheasant, Route 32 (15 mi. north of New Hope on River Rd.), Erwinna. 294-9595, 6902. The mellow Victorian atmosphere of this old inn on the Canal serves as the perfect inspiration for a relaxed, aristocratic meal. You may begin with Escargots and proceed to pheasant from their own smoke oven, steak Diane or Duckling. Dining in the Greenhouse is especially pleasant. Wine & Cocktails of course. Dinner 6-11, Sunday from 4 (\$5.75 - \$9.50) Closed Monday. Bar open 5-2. Reservations required.



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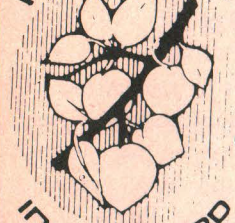
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Logan Inn, Ferry & Main Streets at the Cannon, New Hope. 862-5134. Enjoy the comfort of an old country inn which has provided food, drink and lodging since 1727... New Hope's oldest building. Open 11:30 a.m. 'til 2:00 a.m. Reservations requested.

Old Anchor Inn, Routes 413 & 232, Wrightstown. 598-7469. Good old-fashioned American food in a country setting. Cocktails served. Lunch a la carte from \$1.25. Dinner a la carte from \$4.95. Closed Monday.

Purple Plum, The Yard, Lahaska. 794-7035. Old Country atmosphere with each dish a specialty. Cocktails served. Lunch \$1.95 - \$6, Dinner \$5 - \$9. Children's portions.

Stone Manor House - Rt. 413-202, Buckingham, Pa. 794-7883. Small, intimate old inn - Continental Cuisine & Cocktails served amidst old stone walls, fireplace and crystal chandeliers. Dinner from \$5.00. Open 5:00 P.M. Closed Monday.

Tom Moore's, Route 202, 2 mi. south of New Hope. 862-5900 or 5901. It's handsome - with fireplaces, stained glass and Victorian headboard at the back of bar - and old - over 230 years. Mon., "The classic buffet," Wed., "Turfman's Night" @ \$7.95. Open every evening. Reservations.

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Rambling with Russ

by
A.
Russell
Thomas

HOW IT WAS IN 1928

A BUCKS COUNTY criminal court jury acquitted John Labs, proprietor of the Finland Hotel, of possessing liquor for beverage purposes but directed that he pay the costs. On the witness stand before a jury and Judge Samuel E. Shull, of Stroudsburg, who was assisting Bucks County Judge William C. Ryan, Labs declared that the testimony of three state troopers was a falsehood. This reporter recalls Labs explaining to the jury that "I did not possess intoxicating liquor for beverage purposes, but I did have a pint jar of it for the purposes of rubbing my sick son's leg, as prescribed by a Green Lane, Montgomery County physician."

DURING THE same session of court Judge Ryan ordered one John Henry Benson, owner of Neshaminy Manor, a boarding house in Neshaminy, Bucks County, to pay \$35 a week support for his wife and two children. Benson was then the owner of 32 malt and pop stores in Philadelphia and New York known as "The Lucky Dutchman Stores" from which he received \$7,500 in royalties annually.

CHARLES E. Berkemeyer, of Sellersville, a newspaper publisher, was appointed foreman of the December Grand Jury (1928). That jury handled 15 continued and 42 new cases. Today the Grand Jury handles as many as 200 cases during a term... About this time the Grand View Hospital (Sellersville) was nearing completion.

THE DECEMBER Grand Jury (1928) recommended to the court and county commissioners that the kerosene lamps at the Bucks County Home (now the Neshaminy Manor Home) be replaced by electric lights and that more modern table utensils be placed in the dining room of the home to make it more attractive... Victor Sharrett, of Doylestown, was second place in the National Intermediate Pistol Match with a score of 455 out of a possible 500, with hopes of making the next olympic team.

PERKASIE BOROUGH was dry as punk on Christmas 1928. Several days before, eight well-dressed agents swooped down on Fraternity Temple Restaurant and the American House. They drank a considerable amount of alleged high-powered beverage, placed a testing machine in one of the servings at each place and found the contents to be 4 percent. All samples and the beer seized was poured down a drain into the sewer and the owners of both places arrested.

IT WAS ALSO an exciting time in Riegelsville, Bucks County. The occasion happened to be an unusual season's greeting from the leader of a gang of six bank bandits that William Leslie Leattor, cashier, and Claude C. Wolfinger, assistant cashier, Riegelsville National Bank, heard on the afternoon of December 18, 1928. The greetings were: "Hold Up Your Hands and Behave Yourselves or Your Heads Will Be Blown Off." The loot amounted to close to \$7,000 but a bag nearby containing \$15,000 was somehow overlooked.

FOR THE first time in the history of basketball in Doylestown, the home team lost the opening game to Coach Bechtel's Pottstown High quintet on the Doylestown Armory floor, 31 to 29. Doylestown players were Beans and Richar, forwards; A. Rufe and G. Rufe, centers; Philips and Slaughter, guards... Three-hundred fathers, including business and professional men paid tribute to Lansdale High's "Little Wonder School's Football Team" champions of 1928 and to Coach Joseph K. (Dobbie) Weaver at a testimonial banquet in Lansdale's Masonic Temple. It was the occasion of Weaver's swan song as grid coach at Lansdale and his entry into the real estate business... This reporter remembers well there was not a dry eye in the entire audience of 300 including the football squad, when Coach Weaver, deeply touched by a handsome white gold wrist watch presented to him by "his boys," members of the 1928 championship team. Coach Weaver stood motionless as he gazed upon the watch, and turning to THIS RAMBLER, said, "RUSS WILL YOU PLEASE READ THE INSCRIPTION FOR ME, I CANNOT DO IT." There was never a finer companion and business associate who lived.

THE DOYLESTOWN Rotary Club entertained members of the Doylestown High football team of 1928. Five members of the squad coached by Bill Wolfe and Mike Beshel were sons of Rotarians and another was a brother. The squad included Jay Richar, captain; Tom Beans, Morris Cooper, Clifton Ruos, Anthony Hafler, Casper Lauer, Edward Slaughter, Arthur Kenney, Philip Rubinkam, William Murry, George E. Wetherill, John Elfman, David Douglass, Millard Robinson, Bartley Elfman, Russell Smith, Ewing Clark, Elwood Barnes, Rudolph Schneider, Walter Haldeman, Chester Diehl, Earl Steiner, John Siegler, Aloysius Rufe. Rotary President George S. Hotchkiss welcomed the group and G. Thawley Hayman, chairman of the boys work committee of the Rotary Club had charge of the program.

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Rt. 313 & 611 (Behind Conti's Inn) Doylestown

Pioneering on the RAILS

by Clark D. Moore

Photography by Thomas C. Moore

A noteworthy resident of the Delaware Valley who played a significant role in the development of railroad transportation in this area and the whole Commonwealth of Pennsylvania has, as far as I know, never received more recognition from history than a brief obituary notice.

Edward Terhorst Moore grew up with America's railroads. If that hectic and somewhat haphazard industry had then been as well organized and public relations conscious as NASA is today, he and other pioneer engineers would have been as well known as the astronauts.

These men were likewise on the cutting edge of a new era, yet the only names which one is likely to recognize from the golden age of railroads are those of men whose fame or infamy is based on the wealth they won from the industry. It is true that John Henry and Casey Jones have lived on through the balladization of their single claims to fame but the names of the men who drove uncertain locomotives over dubious track and untried trestles are lost in a cloud of steam.

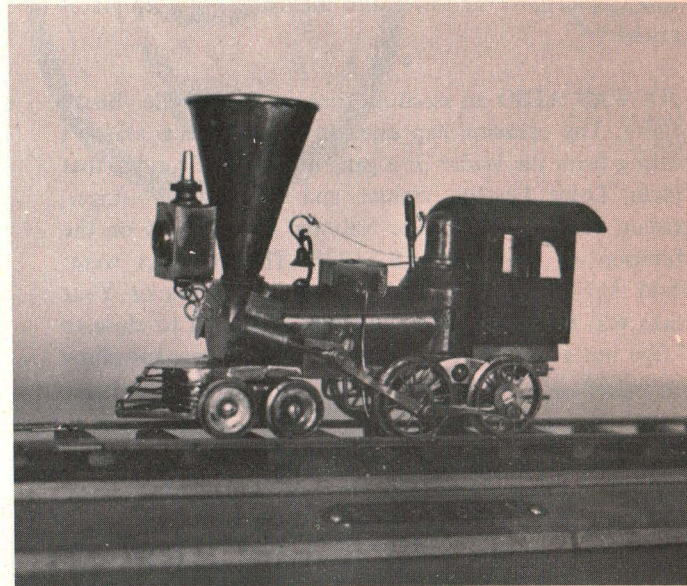
Moore was born in Trenton in 1812, six years after that city was connected to Pennsylvania with its first bridge across the Delaware, a linkage in which he was to play an important role.

Neither history nor family tradition record anything of his boyhood or education, but with very little imagination it is easy to sketch out a likely scenario. John Fitch's steamboat had operated on the Delaware and Robert Fulton's was plying the Hudson. The age of steam transportation was off and running when Edward Moore was a boy. For a young man with mechanical aptitude and no inclination for farming, it was the way to go.

In 1831 the newly chartered Camden & Amboy Railroad began operations by importing its first locomotive from England. They dubbed it the *John Bull* and shipped its assorted parts aboard a river sloop to their shop in Bordentown to be assembled. A young mechanic named Isaac Dripps was assigned the task of putting the parts together and making them work. Undeterred by the fact that he had never seen a locomotive or had any drawings to work from, Dripps had the engine assembled and tested before the year was out. By 1833 it was in regular service with several modifications made by the young mechanic.

It is difficult to believe that Edward Moore in nearby Trenton was not frequently present at the Camden & Amboy shop while these exciting doings were going on. Anyone in the neighborhood with a passion for steam engines would have had to be there, if not as an employee, at least as a kibitzer.

We have evidence that Moore knew and loved steam engines, because he had designed and built one of his own before he was old enough to vote. The somewhat florid journalistic prose of the period tells us that:



The F. K. Heisley

"A steam engine of peculiar construction, has recently been completed and put in operation, at Bloomsbury, N.J., which we have had the pleasure of examining, and which we cheerfully pronounce to be equal in all respects, and superior in several, to any we have yet seen. It occupies surprisingly small space, and works with a degree of rapidity and precision truly admirable. The inventor and constructor, EDWARD T. MOORE, is entitled to great praise, having, of his own unaided skill and ingenuity, succeeded in completing the above engine in a manner which would reflect credit on the most experienced masters, though he himself has not yet attained the age of twenty-one. This specimen of beautiful workmanship and original design, is certainly a monument of talent and industry of which a young man may justly feel proud, and we take great pleasure in commending the youthful workman and his works to the public."

Despite this auspicious beginning, he did not choose to continue to design and build steam engines. He preferred to drive and maintain locomotives. In the same year that the *John Bull* began regular service and at the age of twenty-one, he accepted his first recorded job with a railroad as an engineer. It is easy to assume that his preparation for this responsibility took place in and around the Camden & Amboy shop. There was nowhere else in the area he could have gotten it. This first job was in the coal country of eastern Pennsylvania with the Tamaqua & Schuylkill Railroad, usually referred to as the Little Schuylkill.

At this early stage in their development, railroads were still thought of as supplements to the canals. They were used to connect waterways where the terrain made canal building unfeasible. So it was that the Little Schuylkill's role was to get the coal out of the mountains and down to the canals that fed into tidewater.

The British-built 0-4-0 *Catawissa*, the third locomotive to operate in the state of Pennsylvania, went to work for the Little Schuylkill that same year (1833), so we can assume that it was the first of many locomotives to be piloted by Moore.

The little *Catawissa* had a long and useful life. It was still shunting cars on the Reading Railroad's docks during the Civil War.

Because of its pioneer position among American railroads, the Little Schuylkill had attracted other rail enthusiasts besides Moore. Frederick List had come from Germany to learn railroading and had associated himself with this road. So it was that Edward Moore and the man who was to be known in the history books as the "father of German railroads" learned the business together in the mountains of eastern Pennsylvania.

And a hazardous business it was. Single track systems carrying traffic in both directions; the absence of block signals and telegraph; uneven track and poorly graded roadbeds, and uncertain boilers all tended to make early railroading an exciting occupation.

In the 1830's the rails were wooden, capped with iron strips. These strips tended to work loose at the joints and sometimes wrapped themselves around a car wheel to come shooting up through the floor of the coach. Passenger complaints are unrecorded.

Derailments for this and other reasons were frequent. When companies started adding cabs to the heretofore open platforms of locomotives in the latter 1840's the enginemen objected that they were unsafe. A cab, they maintained, would hinder the exit of the engineer and fireman when it seemed prudent to bail out.

As late as 1852 the *Philadelphia Public Ledger* casually reported that:

"The rail train from New York on Wednesday afternoon did not reach Camden until 3 o'clock yesterday (Thursday) owing to the circumstances of having run off the track this side of Princeton."

If the train remained on the rails, there was always a chance the boiler would blow. One fireman, annoyed by the hissing of the safety valve, tied it down and almost did not live to regret his error. And the Charleston & Hamburg Railroad in 1831 advertised a "barrier car" loaded with cotton bails coupled between the locomotive and the passenger coach to ease the nerves of the riders.

Whatever adventures Edward Moore had piloting the *Catawissa* on the Little Schuylkill, however, are not a part of the record. Neither is his reason for leaving his first employer. Perhaps it was merely a young man's search for new challenges, but he left Pennsylvania and before the year ended was driving the *John Barnett* for the Portsmouth & Roanoke Railroad. The *Barnett* was built by William Norris of Philadelphia. He, along with M. W. Baldwin of the same city were successfully competing with the British imports and laying the foundation for America's locomotive building reputation.

Although there is no reason to believe that Moore and the *Barnett* were incompatible, he soon changed employers again. Perhaps it was the call of home in the Delaware Valley

asserting itself, because next we find him working for the Philadelphia & Trenton Railroad.

Family tradition has it that he made the first run on this line from Kensington to Morrisville. (The steam cars did not cross the bridge to Trenton until 1839 or 1840.) If this tradition is based in fact, it would make Moore the engineer of the first train to operate in Bucks County. His locomotive according to some authorities was M. W. Baldwin's eleventh engine, the *Black Hawk*. But Battle's *History of Bucks County* names the *Trenton* as the first locomotive to pull a train over the line when it opened on November 1, 1834.

Whether the *Trenton* or the *Black Hawk* made that historic trip or whether either of them was actually driven by Moore is of no great concern to present residents of Bucks County, but the account of the occasion as reported in *Hazzards Register of Pennsylvania* is of some interest.

"This road was opened on Saturday, November 1, the whole distance 28 miles. We passed over it in company with a number of citizens, among them several of the commissioners of Kensington, several members of the New Jersey legislature, and several members of the editorial of Philadelphia. Governor Vroom was a passenger from Trenton to Bristol. The road commences within a stone's throw of Kensington and passes over a most delightful country immediately in the vicinity of the Delaware of which an almost constant view is afforded on one side, while on the other, at this season of the year, the husbandman may be described as binding the corn or plowing his field and the country for miles in the distance variegated with well provided farms, country seats, flocks of cattle and various vehicles passing the road in the immediate vicinity. This railroad is perhaps the most level and direct of any in this country. There is not a deep cut from the beginning to the end of it and a splendid prospect for miles is continually before the eye of the spectator. We left Philadelphia at 5 minutes after ten o'clock AM and arrived at Trenton long before twelve, the whole distance being traveled in an hour and a half including four stoppages. We returned in about the same time, thus traveling, both going and returning, 28 miles in 90 minutes or at a rate of about 20 miles per hour. The road may be traveled at this rate with perfect ease and comfort and less jolting than may be experienced in passing over the best paved streets in Philadelphia in an omnibus. We may add that when the whole route of this road between New York and Philadelphia is finished, passengers may with perfect ease travel the distance in five hours. . . ."

Despite probably being a participant in such noteworthy events, the call of distance or the prospect of advancement again called Edward Moore to a new opportunity in 1840. This time it was to be the Housatonic Railroad of Bridgeport, Connecticut. When he left there three years later, he resigned the post of master mechanic and engineer and carried the following letter with him.

Bridgeport
July 20th, 1843

The bearer E. T. Moore has had the entire charge of the Engines on the Housatonic Railroad from December 1840 until May 1843 — 35 miles of our road was completed in 1839 — 40 miles more in December 1841 and 20 miles more in December 1842 making 95 miles. We commenced with 2 Engines in 1839, 3 in 1840, 5 in 1841 and 7 in 1842. We do a very heavy freighting business on our road and run a Passenger train each way daily — and I will venture to say that our Engines have performed as much service and have been kept in as good repair as any Engines in the United States. Mr. Moore has a thorough

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knowledge of his profession and is as well calculated to take the charge of Locomotives as any man within my acquaintance.

I have the utmost confidence in his ability and cheerfully recommend him as a valuable man in his profession.

R. B. Mason
Supt. Housatonic R.R.

This illustrates the rapid growth of railroads in the 1840's and reminds us that the engineers of that day were more than locomotive jockeys. They were also responsible for the maintenance and often for the modification of their engines. When the locomotives left the manufacturer's shop, it was often just the basic machine. Refinements and additions to the owner's (or his engineer's) taste were made in the workshops of the railroad itself. So an engineer needed to be a mechanic and a machinist, and at this the boy who had designed and built his own steam engine must have excelled.

Moore's three years on the Housatonic were eventful in other ways. In 1841 he married Jane Quintin of Penn's Manor, Bucks County. (The Quintins were a prominent Bucks County family, an earlier generation of which built the house which bears their name and still stands on North State Street in Newtown.) Their first child, Margaret Lavinia, was born in Bridgeport.

When the young family left Connecticut it is easy to speculate that Jane Quintin Moore was homesick for Bucks County or her family or both for when they moved it was to the banks of the Delaware outside of Morrisville on a site now occupied by the Fairless Steel Plant. In the house next door lived the Quintin in-laws. Thomas Quintin was a conductor on the Camden & Amboy. With this family connection and the glowing recommendation from the Housatonic Railroad Moore probably had little trouble in going to work for the Camden & Amboy.

This was a settled and presumably happy period in the life of the young railroader. He was a family man now. A second child, Edward Andrew, was born in 1844. His days of railroading barnstorming seemed to be behind him. His job with the Camden & Amboy was satisfying, his home was idyllically situated on the river, and there was a close professional and personal bond between him and his father-in-law.

As the Quintins and the Moores sat around the table after a Sunday dinner together, the conversation must have been rich with railroading stories. One such which has survived was told by Thomas Quintin.

He related how his train had been caught by rising river waters near Bordentown. It didn't seem wise to proceed and backing out seemed equally dangerous. It began to look as though the passengers were in for a serious dunking when some local farmers came to the rescue. They lifted their barn doors from the hinge pins and rafted the passengers off the stranded train on the sea-going barn doors, poling them back and forth with fence rails.

The comfortable, compatible life in Bucks County was disrupted in 1851 by the death of Jane Quintin Moore. This loss may have been the motivating factor behind her widower's decision to accept a position with the rapidly expanding Pennsylvania Railroad.

The state of Pennsylvania had been trying ever since the 1820's to compete with New York in the trans-Allegheny trade. New York's advantage lay in her Erie Canal which gave easy access by water route to the whole Great Lakes and Mississippi basins. Pennsylvania's canal system had been reaching west from the Delaware and Schuylkill to the Susquehanna and its western tributaries. They were reaching eastward from the Ohio watershed as well. But between lay the eastern backbone of the continent, the Allegheny Mountains. Between Johnstown and Hollidaysburg were mountains which no canal could span. Here the Allegheny-Portage Railroad had been built to complete the east-west route. It was a combination of inclined planes over which cars were hauled with cables, and trains pulled by horses or locomotives on the more level stretches.

As railroads grew more sure of themselves, they too reached westward, first supplementing, then competing with, and eventually, killing off the canals.

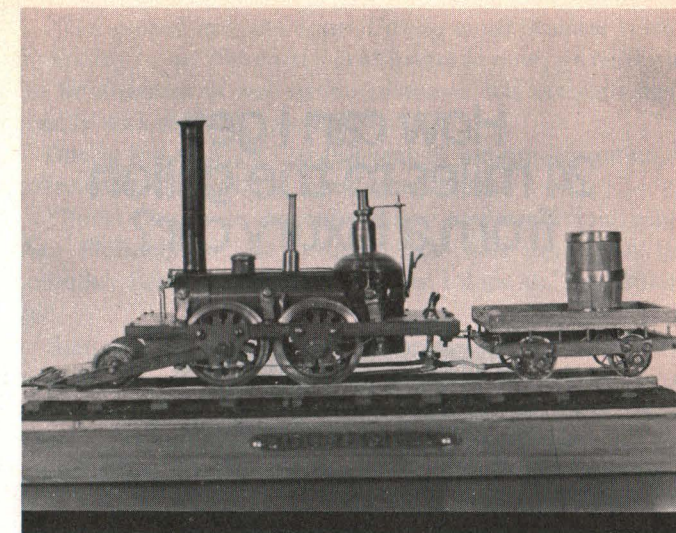
Charles Dickens made this trip in 1842 and in his *American Notes* describes it thus:

"On Sunday morning we arrived at the foot of the mountain, which is crossed by railroad. There are ten inclined planes; five ascending, and five descending; the carriages are dragged up the former, and let slowly down the latter, by means of stationary engines; the comparatively level spaces between, being traversed, sometimes by horse, and sometimes by engine power, as the case demands. Occasionally the rails are laid upon the extreme verge of a giddy precipice; and, looking from the carriage window, the traveler gazes sheer down, without a stone or scrap of fence between, into the mountain depths below. The journey is very carefully made, however; only two carriages traveling together, and while proper precautions are taken, is not to be dreaded for its dangers.

It was very pretty, traveling thus at a rapid pace along the heights of the mountain in a keen wind, to look down into a valley full of light and softness, catching glimpses, through the tree-tops, of scattered cabins; children running to the doors, dogs bursting out to bark, whom we could see without hearing; terrified pigs scampering homeward; families sitting out in their rude gardens; cows gazing upward with a stupid indifference; men in their shirt-sleeves looking on at their unfinished houses, planning tomorrow's work; and we riding onward, high above them, like a whirlwind. It was amusing, too, when we had dived, and rattled down a steep pass, having no other moving power than the weight of the carriages themselves, to see the engine released, long after us, come buzzing down alone, like a great insect, its back of green and gold so shining in the sun, that if it had spread a pair of wings and soared away, no one would have had occasion, as I fancied, for the least surprise. But it stopped short of us in a very business-like manner when we reached the canal; and, before we left the wharf, went panting up this hill again, with the passengers who had waited our arrival for the means of traversing the road by which we had come."

The Philadelphia & Columbia Railroad had connected the Delaware and the Susquehanna by 1834 and by 1850 the Pennsylvania Railroad tracks had crossed the Susquehanna and had reached Hollidaysburg where they linked up with the state owned Allegheny-Portage Railroad.

Thus, by 1850 an all rail trip from Philadelphia to Pittsburgh was possible. On October 6, 1851 the *F. K. Heisley* pulled the first Pennsylvania Railroad passenger train out of Philadelphia bound for Pittsburgh. Edward Terhorst Moore was at the throttle.



The John Bull

The fact that a new employee was singled out for this important assignment speaks well for his reputation within the industry. As the writer of his obituary was to state thirty-four years later, "He was a machinist and expert railroad engineer, and as such was widely known by railroad men in all parts of the country."

Further testimony to his reputation is that he was also selected to make the first Pennsylvania Railroad run to Mauch Chunk. But the Pittsburgh trip must have been the highlight of Edward Moore's career.

The *F. K. Heisley* pulled out of the Sixth and Market Streets station in Philadelphia and headed west on a route which came to be famous as the Pennsylvania Railroad's Main Line. The first scheduled stop would have been the White Hall Hotel (now Rosemont). Five miles further on a stop was made at the Eagle Hotel (now Devon) and four miles beyond that at the Paoli Hotel. This series of hotel stops reflects the transition from stage coach travel to trains. The early trains continued the stage's practice of stopping at every tavern along the way. This was not only to pick up and discharge passengers, but to let travelers and crew refresh and fortify themselves against the rigors of the journey ahead. Trainmen of this period shared with stage drivers and teamsters a reputation for intemperance.

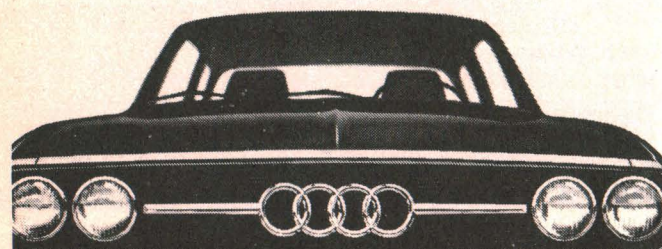
Four miles east of Lancaster the train passed through a section known as Grasshopper Level. Here, earlier, a plague of grasshoppers had stopped trains — their crushed bodies on the tracks making the rails too slippery for traction. This crisis was met by sanding the tracks and led to the development of built-in sand boxes on locomotives as standard equipment.

Shortly beyond Lancaster at Dillersville Junction the train left the route of the Philadelphia & Columbia Railroad and traveled over the right of way of the Harrisburg, Portsmouth, Mt. Joy & Lancaster Railroad which was leased by the Pennsylvania.

The arrival at Harrisburg, 105 miles by rail from Philadelphia, completed the first day's run.

On the second day the train would cross the Susquehanna at Rockville and head west along the Juniata Valley, paralleling the canal which it was to render obsolete.

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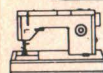


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PIONEERING continued from page 27

The station at Altoona marked the end of the Pennsylvania Railroad's Middle Division. The Pittsburgh Division which lay beyond contained the most difficult stretch of railroad. From Hollidaysburg to Johnstown the Pennsylvania used the track and inclined planes of the Allegheny-Portage Railroad over the most mountainous parts of the route.

It is not clear whether or not the *F. K. Heisley* itself pulled its cars through this system and on through to Pittsburgh, or whether it had to relinquish them to the more specialized mountain locomotives and stationary engines of the Portage Railroad. There is good reason to believe that the latter is the case. E. P. Alexander in *The Pennsylvania Railroad: a Pictorial History* states, "The red letter day was December 10, 1852 when the first through train from Philadelphia to Pittsburgh was operated over the Philadelphia & Columbia, the Pennsylvania Railroad, and the Allegheny-Portage Railroad..." This balanced against the statement in Moore's obituary that on "October 6, 1851, he was the engineer of the first passenger train that ran from Philadelphia to Pittsburgh on the Pennsylvania Railroad..." and that, "The locomotive was named *F. S. Hisley*," would lead one to suspect that the 1851 trip was not a through trip and that the passengers did not get all the way to Pittsburgh without a transfer of vehicles somewhere. This would most likely be in the Hollidaysburg to Johnstown section. In any event, at the end of three days travel the passengers did arrive safely in Pittsburgh.

During the next two years Moore must have made the Pittsburgh run many times, perhaps even the December 10, 1852 trip. On one of them he was accompanied by his son, young Edward. The motherless boy was being taken to live with an aunt in Pittsburgh and his father no doubt thought he could be closer to him there than in Morrisville. The boy's recollections of the trip, however, have to do mostly with the food available along the way.

The widowed engineer must have had some leisure at the Pittsburgh end of the run because in 1853 he married Ellen Latham of that city. (She bore him six children: Ellen, Ida, William, Minnie, Anna, and Clarence.)

The reconstructed family moved to Elizabeth, New Jersey when Moore took a position with the Central Railroad of New Jersey. He eventually left railroading to become an engineer for an industrial plant in Elizabeth. He died in that city at the age of 72.

In 1885 when he died, the railroads had not merely crossed the Alleghenies, but the whole continent as well. The little tea pots on wheels which had been the locomotives of his youth had given way to 4-8-0's with traction forces of more than 30,000 pounds and speeds approaching 100 miles an hour. Passengers slept comfortably in Pullman cars and trains traveled all night. The telegraph, signal systems, and improved track and road bed conditions had made rail travel much safer. The American railroads had arrived at their "golden age." But without the courage, ingenuity, and devotion of men like Edward Terhorst Moore, they might not have arrived "on time."



by Gerry Wallerstein

Do you as a consumer find you've been cheated by a particular product, service or advertisement? Here in Bucks County you don't have to gnash your teeth and wail helplessly.

Your county's Department of Consumer Protection, located in the Administration Annex at Broad and Union Streets in Doylestown, is ready to go to bat for you. It serves all Bucks Countians through investigation, mediation, education and inspection of weights and measures, and has the power to prosecute in cases where such action is indicated.

Betsey Mikita, the county's only woman department head, is director of the agency, which employs three full-time inspectors as well as an assistant director, Phyllis Guthrie, and a secretary, Peg West.

Ms. Mikita points out that county consumers should not be afraid to be indignant about the following abuses:

- Faulty products
- Incomplete or unsatisfactory home repairs and re-modeling
- Unsatisfactory appliance repair
- Statements that goods are original or new, if they are not.
- Statements that goods or services are of a particular standard, quality, grade, style or model, if they are not.
- Statement of an important fact which has a tendency to mislead.
- Failure to state an important fact if that failure tends to deceive.
- Advertising or offering goods or services without intent to sell or sell as advertised.
- Knowingly falsely stating that services, parts or repairs are needed.

"The primary complaints we receive are generally about automobiles, either purchase or repairs, or home improvements involving anything from one step of a stairway to a \$9,000 room addition," Ms. Mikita says.

"I suppose the most aggravating problem we have is the small businessman who has been in business for years and has always operated in a certain way. He can't understand why we object to what he's doing — he'll say, 'Why are you bothering me, why don't you go after the fly-by-nights!'" she added.

As an illustration, she tells the story of a large, well-known farm produce stand whose labels were inadequate on packaged and canned items.

"The general lack of cooperation by small business is very frustrating to us. We're not out to harass anyone; we represent the businessman as well as the consumer, but everyone must comply with the laws," she added.

During the agency's first full year of full-time operation, it collected about \$6,000 in fines from lawsuits.

"Bucks County is the only county in Pennsylvania, other than Philadelphia, that actually prosecutes anyone in the consumer field — even the State hasn't done so," Ms. Mikita said.

Started 2-1/2 years ago with two employees, a \$15,000 budget and no inspectors, this year the Department of Consumer Protection has a budget of about \$50,000 to cover salaries and expenses. One of the biggest expenses is mileage for the three inspectors who travel all over the large area encompassed by Bucks County to check on the approximately 25,000 devices or commodities they see each year. (The county does not provide cars because to make that economically feasible, each car would have to run a minimum of 18,000 miles a year.)

"We had told them about it over a year ago, and last spring when nothing had been done about it, we had to tell them again that their labels were required to show net weights and the address of their distributor or packer. The owner told us, 'That doesn't apply to me, only to chain stores.' When we advised him that the law (the net weight and packaging law adopted by Pennsylvania in 1970) applies to anything sold in the state, he told us angrily, 'I've been here 25 or 30 years and I've always done it this way!'"

So the Bucks County Department of Consumer Protection brought in the State Department of Agriculture and Bureau of Weights and Measures, and the owner of the farm stand was given 30 days to correct the situation or be prosecuted.

"The owner finally complied, but he's still angry at us — he feels persecuted. We don't have this particular problem with the supermarkets — usually when they find out why something is wrong, they correct it," Ms. Mikita said.

"Most of their calls are not about small items — it could be a \$800 driveway, or a \$5,000 car that's a lemon, or a big addition to a home that may have cost anywhere from \$8,000 to \$10,000," Ms. Mikita said.

The consumer movement has been gaining momentum, and Ms. Mikita believes that within the next few years there will be a network of consumer protection offices all across the country. In anticipation of that, she has helped form a national association of consumer office administrators, who hope eventually to have a newsletter which will share information and solutions to problems, since every such office has the same administrative problems and receives the same kind of complaints.

Since the Department of Consumer Protection cannot help you unless it knows you have a complaint, you can file such a complaint by writing to the Department's office in Doylestown outlining your problem; or calling the Department at 348-2911; or stopping by for a personal visit.

Help your county government to help you — speak up whenever you think you've been had!

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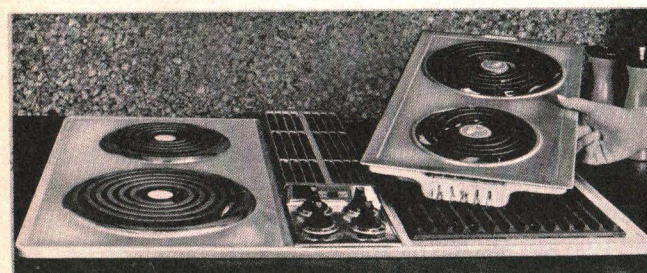
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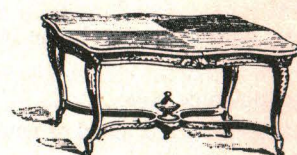
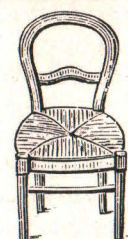
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Calendar

MARCH, 1975

- 1-31 WASHINGTON CROSSING — Narration and famous painting, "Washington Crossing the Delaware," daily 9:30 a.m. to 5:00 p.m. Memorial Bldg. at ½ hr. intervals. Daily film showings, tentative and subject to change. The Nation's formative history is recorded in the collection of books and manuscripts in the Washington Crossing Library of the American Revolution, located in the east wing of the building.
- 1-31 WASHINGTON CROSSING — Thompson-Neely House, furnished with pre-Revolutionary pieces, Rte. 32, Washington Crossing State Park. Open daily 9:30 a.m. to 5:00 p.m. Admission 50 cents, includes a visit to the Old Ferry Inn.
- 1-31 WASHINGTON CROSSING — Old Ferry Inn, Rte. 532 at the bridge. Restored Revolutionary furniture, gift and snack shop where Washington Punch is sold. Open 9:30 a.m. to 5 p.m. daily. Admission 50 cents includes a visit to the Thompson-Neely House.
- 1-31 WASHINGTON CROSSING — Taylor House, built in 1812 by Mahlon K. Taylor, now serves as headquarters for the Washington Crossing State Park Commission. Open to the public 8:30 a.m. to 5 p.m. weekdays.



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- 1-31 MORRISVILLE — Pennsbury Manor, the re-created Country Estate of William Penn. Original Manor House was built in 1683. Open daily 9:00 a.m. to 4:30 p.m. Sundays 1 to 4:30 p.m. Admission 50 cents.
- 1-31 BRISTOL — The Margaret R. Grundy Memorial Museum, 610 Radcliffe Street. Victorian Decor. Hours: Tues., Thurs., and Sat. 1 to 3 p.m. Other times by appointment.
- 1-31 PINEVILLE — Wilmar Lapidary Art Museum. The country's largest private collection of hand-carved semi-precious stones. Open to the public, Tues. thru Sat. 10 a.m. to 5 p.m., Sun. 1 to 5 p.m. Admission 50 cents.
- 1-31 WASHINGTON CROSSING — Ice skating, "The Lagoon," near the western entrance to the park, weather permitting. FREE.
- 1-31 FAIRLESS HILLS — Ice skating, "Lake Caroline," Oxford Valley Rd. and Hood Blvd., weather permitting. FREE.
- 1-31 BRISTOL — Ice skating, "Silver Lake," Route 13 and Bath Rd., weather permitting. FREE (County Park)
- 1-31 APPLEBACHSVILLE — Ice skating, "Lake Towhee," Old Bethlehem Pike — weather permitting. FREE. (County Park)
- 1-31 WASHINGTON CROSSING — The David Library of the American Revolution, River Road. Open by appointment Mon. thru Fri., 10 a.m. to 5 p.m. Contains a most important collection of originals of the Revolution. Telephone 493-6776 for information.
- 1-31 BENSLEM — Keystone Race Track — Convenient to I-95, the PA Turnpike and US 1 it can accommodate 25,000 people. For information call 639-9000.
- 1-31 CARVERSVILLE — Fred Clark Museum, Aquetong Rd., Sat. 1 to 5 p.m. No Admission Charge. Also open by appointment. Call OL 9-0894 or 297-5919 evenings and weekends.
- 1-31 NEWTOWN — Court Inn, office hours Tues. and Thurs. 10 a.m. to 12 noon and 1 to 3 p.m. Tours are available upon written request to Newtown Historic Assn., Inc., Box 303, Newtown, Pa. 18940, or by calling 968-4004 during office hours.
- 1-31 NEW HOPE — Bucks County Wine Museum is open daily for guided tours. Closed Sundays. Hours 10 a.m. to 5 p.m. Between New Hope and Lahaska, Route 202. Gift Shop. Call 794-7449 or write RD 1, New Hope, PA 18938.
- 1-31 YARDLEY — Crest Gallery — Showing of New Hope artist, Larry Eggleton's oils and watercolors. 11:30 a.m. to 5 p.m. daily.
- 1-31 CARVERSVILLE — The Collectors' Room, Open by appointment only until April 1st. — Joyce Gordon — 297-5552.
- 1 & 29 NEWTOWN — Bucks County Community College — Cinema Series — "The Picnic" on Mar. 1. "Putney Swope" on Mar. 29. 8 p.m. on Saturdays in the Library Auditorium. Free.

- 2 WRIGHTSTOWN — Bucks County Folksong Society presents an evening of Folk Music at the Wrightstown Friends Meeting House Recreation Room, Route 413.
- 4 DOYLESTOWN — Regular meeting of Bucks County Audubon Society at Delaware Valley College. 8:00 p.m. Film "Say Goodbye," on America's endangered species. An indelible presentation of the ways in which man has destroyed the balance of nature by ignorant and wanton devastation of wild creatures throughout the world.
- 6 & 7 SELLERSVILLE — Antique Show and Sale sponsored by the Twiglins of Quakertown Hospital. At VFW, Forrest Lodge, Old Bethlehem Pike, 10 a.m. to 9 p.m. Contact Twiglins, 11th and Park Ave., Quakertown, PA 18951.
- 8 QUAKERTOWN — Trinity Lutheran Church, Hellertown Ave., Ifor Jones conducts The Cantata Singers in Quakertown, Inc. in A Choral Assembly: Brahms, Holst and Monteverdi. 8:30 p.m. Tickets \$3.00, make checks payable to Cantata Singers, Box 537, Quakertown, PA 18951.
- 14, 15 NEWTOWN — Methodist Church Social Hall — Dr. Howard N. Reeves, Jr. directs the Delaware Valley Boys Choir in his composition, "Boys Choir Goes West." 8:00 p.m. \$1.00 — no charge under first grade.
- 14 to 19 NEW HOPE — Annual Arts Festival at Solebury School, Phillips Mill Rd. Free Admission. For information call 862-5261.
- 14, 15, 21, 22, 28, 29 BRISTOL — "Laura," a murder mystery, at the Bristol Mill Theatre, Cedar and Walnut Streets, 19007. Write to the theatre for tickets.
- 19 DOYLESTOWN — Fashion Show sponsored by the Ladies of Mt. Carmel at 8 p.m. in Our Lady of Mt. Carmel School Auditorium on East Ashland St., Doylestown. Refreshments will be served while fashions are shown by the Rabbit's Foot of New Britain. Gift certificates from the shop will be among the many attractive door prizes. Tickets at \$1.75 will be available at the door or call the ticket chairman, Mrs. Richard Margraff (348-3487).
- 22 NEWTOWN — Bucks County and National Audubon Society presents Wildlife Films "Small World" by Fran William Hall. At 8 p.m. Council Rock Intermediate School, Swamp Rd. \$2 for adults, \$1 for students and children under 5 free. Special rates for organized groups of 10 or more. Call 343-1134 or 598-7535 or write Mr. Robert Klitsch, Jackaway Rd., Jamison, PA 18929.
- 22 NEWTOWN — Delaware Valley Philharmonic Orchestra presents "The Now Time Singers" at Council Rock High School 8:30 p.m. Tickets at door. Call 757-4778.
- 27, 28, 29 Apr. 3, 4, 5 YARDLEY — Langhorne Players "6 RMS RV VU," by Bob Randall, Yardley Community Center, 64 Main St. For tickets write P.O. Box 152, Langhorne, PA 19047 or call 946-9101. Rates for benefits — 20 or more. 8:30 p.m. Tickets \$2.50 in advance, \$3 at the door.

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